









of two others in 2.57, last quarter 32 seconds. Notmont, light weight, 14 miles, 2.54. This mule is being trained on a new principle apparently, part of which seems to be to see how little chow he can live on. The Hankow Lager candidate, New Year, did a good gallop for 12 in 2.50, but it was really a common canter.

Alouet was sent a mile in 2.30, going well. Excelsior and a griffin 11 mile 3.00 all out—this mule's proper sphere is a water race. Borel did one of the best performances of the morning, a mile on the grass course in 2.15, finishing well. Irridale, owner up, took 3.2 for 12 miles he seems in good order and if it would have won one or two of the long distance race if the Stewards had not piled on the weights so heavily. I wonder what they were thinking of, it is simply playing in the hands of the big stable.

Eureka beat a grey for Champion distance in 2.52. He seems to be going in his griffin meeting form again.

Blazer is going to be very dangerous for the half mile, his last half mile on Saturday being 1.3, but I did not get his whole distance.

#### LI HUNG-CHANG.

It must have occurred to every one reflecting on the recent course of events, that not the least extraordinary feature of the case is the apparent apathy or inability of the Chinese Government to take any decided steps of a military or naval kind to overawe the turbulent classes and ensure, once for all, that there shall be no repetition of those lamentable occurrences which have excited so strong a feeling of resentment in the minds of European Powers. There has been any amount of discussion, a great deal too much talk, people of an impatient turn of mind will probably think; the Yamen has declared this and assured us of that; they have even had the almost laughable impudence to protest against being urged too vehemently to adopt those measures which should have been taken as a matter of course, and so to speak, instinctively. They have even insisted on the national dignity being respected, and the task of maintaining order within her own borders being left to China. Yet all the time we have seen no concentration of troops in the affected regions, nor more significant still, has there been any attempt on the part of the Central Government to move either the Northern Squadron, or the Southern Squadron, or both, to the scene of the disturbances, though as the places concerned are mostly on the Yangtze, such action would have offered the simplest solution of the problem in hand. As if to enhance the significance of this extraordinary remissness, the two squadrons have actually been called together to execute evolutions, as if it were to bystanders that the neglect to use the naval forces is not to be ascribed to their want of efficiency. But this very bravado, intended no doubt to impress the Foreigner with a sense of China's independence and contempt of outside opinion, is likely to have another effect which was never perhaps contemplated by those responsible for China's naval inaction. It will lead thoughtful Europeans to consider what the reasons are for this scornful neglect of an international duty, and on whom the blame is to be laid.

There appears to be only one answer possible. The reason is the deliberate will of the Viceroy of Chihli, and the blame must fall accordingly. Why the first civilian of the Empire should adopt what can only be called a suicidal policy (for it appears likely to involve his country in serious difficulties with more than one Foreign Power), is not so clear, but the more it becomes evident that sedition is making headway throughout the land, the greater tendency there will be to believe that Li has, or intends to have a Foreigner in his eye, and that he is sides to the interest that the Yangtze Valley disturbances should run their course rather than be checked. There are few who doubt that the Viceroy of Chihli, more than any other individual statesman of the Empire, is powerful for good or ill, and the only doubt remaining is whether he will throw his sword into the scale of influence he undoubtedly commands, it may be of some interest to give a short sketch of his career in the public service, epitomised from an account communicated seven years ago to *The Times*.

Li Hung-chang was born in 1822 at Ho-fu in the province of Anhui, and is the second of five brothers, of whom Li Hung-chang, now Viceroy at Canton, is the best known. His father was a poor literary man who, with the characteristic ambition of his countrymen, succeeded in giving his sons a good education. The future Grand Secretary, after taking the different degrees in the Government competitive examinations, became a member of Hanlin College at the age of 26. When the Taiping rebels invaded his native province, he raised a band of militia, and was appointed to the rank of Tsoi, and Commander of a division of Tsoi's grand army in Chekiang. In 1861 he was recommended by Tsoi Kuo-an as acting Governor of Kiangsu and soon set energetically to clear the province of rebels, aided by the Ever Victorious Army under Colonel Gordon.

On the fall of Soochow, he treacherously broke faith with the English leaders and ordered the execution of the rebel "princes," having previously sent their lives to Gordon, previous to his surrender. This action was so much to the liking of the Government that he was promoted to the rank of Tsoi, and Commander of a division of Tsoi's grand army in Chekiang. In 1861 he was recommended by Tsoi Kuo-an as acting Governor of Kiangsu and soon set energetically to clear the province of rebels, aided by the Ever Victorious Army under Colonel Gordon.

On the fall of Soochow, he treacherously broke faith with the English leaders and ordered the execution of the rebel "princes," having previously sent their lives to Gordon, previous to his surrender. This action was so much to the liking of the Government that he was promoted to the rank of Tsoi, and Commander of a division of Tsoi's grand army in Chekiang. In 1861 he was recommended by Tsoi Kuo-an as acting Governor of Kiangsu and soon set energetically to clear the province of rebels, aided by the Ever Victorious Army under Colonel Gordon.

many of the most important official posts in the province.

In 1872 he received further advancement, being created Grand Secretary of the Wen-hua Tien, the holder of which post is held to be the highest civilian in the Empire and has no further honours for which to aspire. He also bears the title of grand guardian of the Heir Apparent, and has held the Chihli Viceroyalty for over twenty years without a break. He is a fine specimen of a stalwart Chinese, standing 6 feet, with an erect military bearing, a complexion unusually fair for his race, and a long black moustache which partly conceals and softens the hard lines about his mouth. His face, when in repose, wears an expression of cold, hard, unflinching determination, but when lit up by agreeable conversation his features become exceedingly handsome and attractive; with the courtly refinement of the highest type of a Chinese gentleman.

This is the personage in whose hands many people consider the destinies of China rest, and probably few beyond himself know in what direction his ambitious and aspirations are likely to lead him. He has had much experience of Foreigners in his lifetime, and if he has gathered wisdom from his experience, he must know that China is at present playing a dangerous game, and that those who abet her in her folly are likely to share in her coming disasters.

#### THE DISTURBANCE ON THE SHANGHAI BUND.

Mr. Chun Fung-tung, one of the Managing directors of the China Merchants Co., writes as follows:—As so much has been written in the newspapers about the above matter, it may not be out of place for me to lay before the public the facts and cause of the incident.

The lease of our premises was made by Messrs. Russell & Co., and the debt notes for the rent were always made out in that firm's name.

Some time after the failure of Messrs. Russell & Co. notice was served upon us to pay the rent to Mr. G. H. Wheeler, agent for Messrs. Ewins and Ng Chan Fong, Trustees for Ng Woon Sun Howqua and Ng Woon Hung Howqua, and subsequently we also had intimation from other members of the Howqua family at Canton that they claimed a share of property and rents. Suddenly on the 15th September we received a letter from Mr. Wilkinson demanding payment of the rent and setting forth that the notice was given on behalf of Mr. John Murray Forbes and of himself to whom the premises have been successively assigned. Mr. Wilkinson gave us or our lawyer no proof of his right to demand the rent nor referred us to anyone for his title.

On the 16th instant Mr. Dowdall wrote to inform Mr. Wilkinson that the rent due including that payable to his interest had been paid to the Shanghai Tsoi in his judicial capacity. But Mr. Wilkinson instead of adopting some amicable means for a settlement of the matter in dispute, replied that he would adhere to the notice he had given and took the high-handed measure he did the very next morning after the time was up. I saw that our rights were defended in the quietest way which the circumstances permitted. I made all the coolies (who are our regularly employed workmen at the Kin-lee-yuen Wharf numbering about 100) put down their carrying bamboos on the footpath before entering the premises. This I am doing sure they did, and the police saw it, although some coolies with bamboos appear to have entered from Foochow Road to look on. These I suppose were the coolies that usually congregate at the corner of the Foochow Road at that hour of the day seeking for employment.

Now, Mr. Editor, I and the men that went into the premises to expel the intruders, and our families are dependent on the China Merchants' Company for our means of living, and if we see an attempt is made to deprive us of our daily food, we must use our utmost force to resist such attempt, seeing that the police could not help us. There are people who may think that the China Merchants' Company were not right in bringing their own men in such numbers through the Bund, but the wound is not on the bodies of such thinking persons, therefore they do not feel the pain.

#### NANKING.

(FROM OUR OWN CORRESPONDENT.)

September 16th, 1891.

It has been discovered to-day that the placard, posted at the Examination Hall, of which I wrote in my letter of yesterday is an atrocious lie. In the ordinary way it is bad enough, a vile attack upon foreign physicians in general and one in particular, but read from left to right, it is a most ingenious document, inducing the people to rise against the foreigners. The placard was copied nearly a thousand characters. The Pan-fai was promptly informed of the matter and ordered it to be torn down, but it has already been read by thousands as it was posted immediately beneath the list of students. What its effect upon these students has been cannot be known for two days yet as they will not leave the Hall until Friday. News reached here this evening of the arrest in Chinkiang of a foreigner detected in some treasonable conspiracy with Chinese supporters. Full particulars have no doubt reached you already. There is some mistake in the information supplied you regarding the intention of the Nanking missionaries. There has been no decision by the missionaries here to leave the city. It is true that several ladies and children have left owing to ill-health or for the sake of prudence, but there has been no agreement of the kind mentioned by your informant. But one man has left, and he was ordered to Japan by his physician. It would no doubt be a wise thing for all the ladies and children to go, and they may perhaps do so within a few days, but any action has been decided upon. The male missionaries have no intention of going at this present writing though it is quite within the bounds of possibility that they may go some fine day without intending to do so.

September 17th. Last evening I learned that a placard had been posted on the inside of one of the doors at the Examination Hall, calling on the students to rise on the 18th of the present moon (next Sunday), and destroy all foreign property in the city. This was a very serious matter, but at yet no copy of this placard has been received, but yet it is not difficult to see in what spirit the placard was written. These men will no doubt be headed.

In reference to the trouble among the Manchus at Chinkiang, it seems that the Tsoi has there is a man recommended by the Manchus here in Nanking and not one sent down to the regular way by appointment from Peking. Hence he was unpopular in Chinkiang. The measures taken some two months ago, to reduce the outlay

## Intimations.

### NEW GOODS JUST TO HAND.

CARPETS.  
HEARTH RUGS.  
DAMASKS.  
PLUSHES.  
TRIMMINGS.  
GLAZED CHINTIZES.  
WASHING CRETONNES.  
ART MUSLINS.  
MADRAS MUSLINS.  
BED AND BLIND TICKS.  
LACE CURTAINS.  
SWISS CURTAINS.  
RE-UPHOLSTERING.  
REPAIRS and ALTERATIONS.

HONGKONG TRADING CO., LTD.  
COMPLETE HOUSE FURNISHERS AND CARPET FACTORS.

of the government included a cutting down of the allowance made the Manchus. This furnished the pretext, and after some preliminary interviews with the official in question a number of the Manchus, residents of Chinkiang, disguised themselves and attacked the yamen of a sub-official of the Tu-tung, a tso-tz, completely wrecking it. Word was telegraphed to the Commander of the Manchus here at Nanking, who at once consulted with the Viceroy as to the best measures to be taken. He himself wished to send troops to the scene of the disorder, but the Viceroy objected as it might stir up a miniature civil war, the latter recommended that the disaffected should be urged to come to Nanking and present their grievances to the Viceroy. Thirteen were induced to do so and were brought up on a man-of-war, but on their arrival here were put in irons and thrown into prison. This is the story as told in the *yamhs* here.

There is a great deal of talk of the determination to create a riot here-to-morrow and murder the foreigners, but it may not result in anything. Numbers of suspicious characters have been detected prowling around the mission houses during the last two days. The examinations are over and the students are going away in great numbers. With trifling exceptions they have shown no unusual anti-foreign feeling. *N. C. Daily News*.

#### WUHU.

(FROM A CORRESPONDENT.)  
September 19th. The nights of the 15th and 16th of the Chinese month passed over without the threatened outbreak, although a sign by the way showed us that the spirit was not wanting, although the flesh was weak. In consequence of a false alarm a number of soldiers were called out for the protection of the mission at Yeh Chi Shan, a mob soon gathered in their rear and began to yell, "Burn the foreign houses, kill the foreigners, etc., etc." The authorities acted, however, with promptitude and the streets were soon cleared away; all is now fairly quiet, but disquieting rumours fly the air and people are beginning to think that whatever the movement was at its inception, there can be no doubt about its being anti-foreign now.

The Customs staff seem to be most relied upon, despite the presence of H.M.S. *Parcech*, as owing to there being no foreign settlement and foreign property being more or less scattered, the gunboat people will hardly be able to do more than protect the Consulate.

The Roman Catholic Mission claims have not yet been settled; indeed we seem further off now than ever; the *fengshui* stops the way as usual, the gentry true to their order showing a strong disposition to take the law into their own hands. *N. C. Daily News*.

## Today's Advertisements.

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"ROHILLA"  
Captain C. H. S. Toque, R.N.R., will leave for the above place TO-MORROW, the 26th instant, at Noon.

E. L. WOODIN, Superintendent.  
Hongkong, 26th September, 1891.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.  
(Calling at Port Darwin, and QUEENSLAND Ports, and taking through Cargo to New Zealand, TASMANIA, &c.)

THE Steamship

"AIRIE."  
Captain Ellis, will be despatched for the above Ports on TUESDAY, the 29th inst., at 4 p.m.

This well-known steamer is specially fitted for passengers, and has large cooling Chambers, thus ensuring a supply of Fresh Meats, Milk, Ice, etc. throughout the voyage.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 25th September, 1891.

PORTLAND LINE OF STEAMERS.

FOR VICTORIA, B.C. AND PORTLAND (OREGON) VIA JAPAN PORTS.  
(Taking through Cargo to PACIFIC COAST PORTS, also to HAWAII and ATLANTIC CITIES, connecting at PORTLAND with the OREGON RAILWAY and NAVIGATION COMPANY, and UNION PACIFIC RAILWAY.)

THE Steamship

"SUSSEX."  
Captain Holt, will be despatched as above on MONDAY, the 28th inst., at 3 P.M.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 25th September, 1891.

VICTORIA EMPORIUM,  
6 & 8, LYNCHBURG TERRACE.

HUMBER & Co.  
HAET CYCLO Co.  
RUDGE CYCLO Co.

MACHINES of all sizes fitted with all the latest improvements.  
Hongkong, 25th September, 1891.

## NOTICE TO MARINERS.

### CHINA SEA.

INFORMATION has been received, that the LAMOCK'S LIGHT has been INJURED by a Typhoon on the 23rd instant, and that the RED LIGHT is not to be depended upon.

WM. C. H. HASTINGS, Comr. R.N. (Retd.), Acting Harbour Master, &c.  
Harbour Department, Hongkong, 25th September, 1891.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

Ordinary Yearly MEETING of the SHAREHOLDERS of the Society will be held at its Head Office, Hongkong, on SATURDAY, the 10th October next, at Noon, for the purpose of receiving the Report of the Directors, together with Statements of Accounts for the year 1890, and for the half year ending 30th June, 1891, and the TRANSFER BOOKS of the Society will be CLOSED from 1st to 10th October, both days inclusive.

By Order of the Board, W. J. SAUNDERS, Acting Secretary.  
Hongkong, 25th September, 1891.

## Intimations.

### DENTISTRY.

FIRST CLASS WORKMANSHIP AND MODERATE FEES.

M. R. WONG TAI-FONG, Surgeon Dentist, (Formerly articled Apprentice, and latterly assistant to DR. ROGERS), HAS REMOVED TO THE BANK BUILDINGS, QUEEN'S ROAD, (above Messrs. DAKIN Bros. of China, Ltd.).

CONSULTATION FREE.  
HONGKONG, 27th July, 1891.

CARBOLEUM AVENARIUS, (REGISTERED).

A N ANTISEPTIC PAINT for the Preservation of Wood, Walls, Ropes and Ship's Tackle. May be applied to Beams, Floors, Walls, Ceilings, Wooden Ornamentals, Eaves, Roofs, Wooden Sheds, Farmers' and Gardeners' Implements, Carts, Posts, Fences, Stables, Gates, Bridges, Boats, and all Timber underground.

Effectually excludes all dampness from walls painted with it and entirely prevents the crumbling away and decay of both stone and bricks. While ants do not touch wood painted with Carboleum Avenarius.

Used during the last 14 years with the utmost success, as proved by numerous Testimonials from living authorities. Sold in casks of about 450 lbs. net, Price 5 cents per lb.

For further particulars, apply to SCHEELE & Co., Sole Agents, No. 16, Stanley Street, Hongkong, 2nd December, 1890.

JOHN AMBROSE CLARKE, Teacher of Officers and Engineers, No. 71, WYNDHAM STREET, Opposite Central Police Station.

CANDIDATES prepared for the MARINE BOARD EXAMINATIONS.

Author of the "NEW NAVIGATION" and an "Athena" for Engineers, &c.  
Hongkong, 7th February, 1891.

## SCOTT'S EMULSION

OF PURE COD LIVER OIL, WITH Hypophosphites of Lime & Soda.

IS NOTHING UNUSUAL. THIS PREPARED BY PHYSICIANS. THREE TIMES AS EFFICACIOUS AS PLAIN OIL. AVOID SUBSTITUTIONS AND IMITATIONS. SOLD BY ALL CHEMISTS.

SCOTT & BOWNE, LIMITED, 47, LONDON WALL, LONDON, E.C.

Sole Agents for Hongkong and China: Messrs. A. S. WATSON & Co. (Limited), Hongkong, 25th September, 1891.

## Occidental and Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG. *Oceanic*.....Saturday 26th Sept. *Belgic*.....Thursday 12th Nov.

THE Steamship "OCEANIC" will be despatched for San Francisco, via Amoy and Yokohama, on SATURDAY, the 26th September, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE. From Hongkong, First-class. To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O., &c. 12 months.....\$337.50 12 months.....\$397.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent. Hongkong, 25th September, 1891.

CANADIAN PACIFIC RAILWAY'S ROYAL MAIL STEAMERS.

PROPOSED SAILINGS FROM HONGKONG, 1891.

(SUBJECT TO ALTERATION.)

*Empress of Japan* | Tuesday... | Oct. 13th. *Empress of China* | Tuesday... | Nov. 10th. *Empress of India* | Tuesday... | Dec. 8th.

THE R. M. S. "EMPEROR OF JAPAN," 5,900 tons, Captain G. A. Lee, R.N.R., sailing at Noon, on TUESDAY, the 13th Oct., with Her Majesty's Mails, will proceed to VANCOUVER, via SHANGHAI, inland Sea, KOBE and YOKOHAMA.

RATES OF PASSAGE. (In Mexican Dollars.) FROM HONGKONG, FIRST CLASS.

TO

Vancouver, Victoria, Esquimaux, New Westminster, B.C., Port Townsend, Seattle, Tacoma, Waymouth, Portland, Ore., San Francisco, &c.

San Francisco, 255 339 394

San Francisco, 255 339 394

San Francisco, 255 339 394

San Francisco, 255 339 394

San Francisco, 255 339 394

San Francisco, 255 339 394

San Francisco, 255 339 394

San Francisco, 255 339 394

San Francisco, 255 339 394

San Francisco, 255 339 394

San Francisco, 255 339 394

San Francisco, 255 339 394

San Francisco, 255 339 394

San Francisco, 255 339 394

San Francisco, 255 339 394

San Francisco, 255 339 394

San Francisco, 255 339 394

San Francisco, 255 339 394

San Francisco, 255 339 394

San Francisco, 255 339 394

San Francisco, 255 339 394

San Francisco, 255 339 394

San Francisco, 255 339 394

San Francisco, 255 339 394

## Occidental and Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG. *Oceanic*.....Saturday 26th Sept. *Belgic*.....Thursday 12th Nov.

THE Steamship "OCEANIC" will be despatched for San Francisco, via Amoy and Yokohama, on SATURDAY, the 26th September, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE. From Hongkong, First-class. To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O., &c. 12 months.....\$337.50 12 months.....\$397.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent. Hongkong, 25th September, 1891.

CANADIAN PACIFIC RAILWAY'S ROYAL MAIL STEAMERS.

PROPOSED SAILINGS FROM HONGKONG, 1891.

(SUBJECT TO ALTERATION.)

*Empress of Japan* | Tuesday... | Oct. 13th. *Empress of China* | Tuesday... | Nov. 10th. *Empress of India* | Tuesday... | Dec. 8th.

THE R. M. S. "EMPEROR OF JAPAN," 5,900 tons, Captain G. A. Lee, R.N.R., sailing at Noon, on TUESDAY, the 13th Oct., with Her Majesty's Mails, will proceed to VANCOUVER, via SHANGHAI, inland Sea, KOBE and YOKOHAMA.

RATES OF PASSAGE. (In Mexican Dollars.) FROM HONGKONG, FIRST CLASS.

TO

Vancouver, Victoria, Esquimaux, New Westminster, B.C., Port Townsend, Seattle, Tacoma, Waymouth, Portland, Ore., San Francisco, &c.

San Francisco, 255 339 394

San Francisco, 255 339 394

San Francisco, 255 339 394

San Francisco, 255 339 394

San Francisco, 255 339 394

San Francisco, 255 339 394

San Francisco, 255 339 394

San Francisco, 255 339 394

San Francisco, 255 339 394

San Francisco, 255 339 394

San Francisco, 255 339 394

San Francisco, 255 339 394



